



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: January 28, 2013

In reply refer to: H-12-58 and -59

The Honorable David L. Strickland
Administrator
National Highway Traffic Safety Administration
Washington, DC 20590

On December 11, 2012, the National Transportation Safety Board (NTSB) adopted its report on the Miriam, Nevada, highway–railroad grade crossing collision on June 24, 2011, in which a Peterbilt truck-tractor pulling two empty side-dump trailers and traveling north on US Highway 95 struck an Amtrak passenger train. The collision destroyed the truck-tractor and two passenger railcars. Four train passengers, the train conductor, and the truck driver were killed.¹ Additional information about this accident and the resulting recommendations may be found in the investigation report, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/HAR-12/03.

As a result of this investigation, the NTSB issued a total of 19 new recommendations to the Federal Motor Carrier Safety Administration, the Federal Highway Administration, the Federal Railroad Administration, the Nevada Highway Patrol, the Commercial Vehicle Safety Alliance, the American Trucking Associations, the Owner-Operator Independent Drivers Association, the Towing and Recovery Association of America Inc., the American Bus Association, the United Motorcoach Association, and John Davis Trucking Company, Inc., including the following two recommendations to the National Highway Traffic Safety Administration:

H-12-58

Develop minimum performance standards for onboard brake stroke monitoring systems for all air-braked commercial vehicles.

¹ See *Highway–Railroad Grade Crossing Collision, US Highway 95, Miriam, Nevada, June 24, 2011*, Highway Accident Report NTSB/HAR-12/03 (Washington, DC: National Transportation Safety Board, 2012).

H-12-59

Once the performance standards in Safety Recommendation H-12-58 have been developed, require that all newly manufactured air-braked commercial vehicles be equipped with onboard brake stroke monitoring systems.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Deborah A.P. Hersman
Chairman